FAIRBANKS

VFR TERMINAL AREA CHART
ANCHORAGE/FAIRBANKS

ANCHORAGE

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All times are local. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

Other than hard-surfaced runway(s) — Seaplane Base

Hard-surfaced runways 1500 ft. or greater

Open dot within hard-surfaced runway symbol indicates rotating beacon (not in full time use), VOR-TAC, VHF/DF, or VOR/TAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

Private "(Pvt)" - Non-public use having landmark value

Military - Other than hard-surfaced, all military airports are identified by abbreviations AFB, NAS, AAF, etc.

Unverified — Unverified Status

Abandoned - planes having landmark value, 1000 ft. or greater

Hangars - Flight Test Selected

Fuel availability indicated by use of tick marks around basic airport symbol. Consult Supplement for details and availability at airports with hard-surfaced runways 1500 ft. or greater.

Rotating airport beacon in operation Sunrise to Sunset

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT DATA

Box indicates Part 93, Terminal Radar Service Areas & Airport Traffic Patterns.

(NAME) (NAME.PNAM) — Location Identifier (CAI)

CT - 118.3 ● ATIS 123.8 — Flight Watch 122.0 (flight watch shown outside contiguous U.S.)

1498 L-12 I-22 WA — Elevation

Runway Lights ●H HIRL ●M MIRL ●P PAPI ●R REIL ●V VASI

ATCT 125.0 — Airport Traffic Control Tower

UNICOM 122.8 — Aeronautical advisory station

FSS - Flight Service Station

NO SVFR - Fixed-wing special VFR flight is prohibited.

CT - 118.3 - Control Tower (CT) - primary frequency

ATIS 123.8 - Automatic Terminal Information Service

ASOS/AWOS 120.42 - Automated Surface Weather Observing System/Automated Weather Observing System

Weather Camera

ATIS 123.8 - Automatic Terminal Information Service

D-ATIS - Digital Automatic Terminal Information Service (AK)

ASOS/AWOS 120.42 - Automated Surface Weather Observing System/Automated Weather Observing System

RCO/HIWAS facilities may not be located at airports.

UNICOM - Non-Federal aeronautical advisory station

TWR Activity - Control Tower is open for operations; hours of operation and frequency is other than primary CT frequency.

2989 - Elevation of runway

L - Runway lighting in operation Sunset to Sunrise

\ - Lighting limitations exist, refer to Supplement.

72 - Length of longest runway in hundreds of feet. Runways 10,000 feet and over.

When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled airspace is depicted on this chart. Refer to IFR Enroute Charts.

Class B Airspace
Class C Airspace (Mode C - see FAR 91.215(b).)
Class D Airspace
Ceiling of Class E Airspace in hundreds of feet (it varies ceiling may be lower than 700 ft. and including that value.)
Class E (5) Airspace
Class E Airspace with floor 700 ft. above surface (unless otherwise specified) and laterally abuts Class G Airspace.
CLASS G
Class E Airspace with floor 700 ft. above surface and laterally abuts Class E Airspace
Class E Airspace with floor 1200 ft. above surface and laterally abuts Class G Airspace
2400 MSL — Differentiates floors of Class E Airspace greater
4500 MSL — than 700 ft. above surface.
Class B Airspace, unless otherwise designated as shown above.
Class E Airspace low altitude Federal Airways (shown as green lines with centerline; Intersection / Airways are directed toward facilities which establish intersection.)
Total mileage between ——— 1000 — Mileage between ——— 50
Radio Mandatory (Helicopter Only) — Radio Required
Prohibited, Restricted, and Warning Areas
*Alert Area and Military Operations Area (MOA) (*Alert Areas do not extend into Class A, B, C, and D airspace, or Class E airport surface areas.)
Special Airport Traffic Area (SATA) - Class E Airspace extending National Defense Airspace (NDA) - Emergency Flight Restrictions may be in effect.
ADIZ - Air Defense Identification Zone
VFR/DF — Class E Fan (VHF/DF) Terminal Radar Service Area (TRSA)
Class C Service
Training Routes
IFR Departure Routes
IFR Arrival Routes
IFR Arrival/Departure Routes

COMMUNICATION BOXES

122.6 — 123.8

DAKDALE — CAM — HOMER HOM

Underline indicates no voice on frequency.

Crosshatch indicates part time service.

Operates less than continuous (Pri-Request, Sec-Continuous)

ASOS/AWOS

Weather Camera

122.1R 114.6 — Heavy line box indicates Flight Service Station (FSS). Frequencies 122.2, 122.1R, 122.1V are available at many stations (FSS) and are not shown above boxes. All other frequencies are shown.

R - Receive only

Frequencies above thin line box are remoted to FSS radio providing voice communication. Only voice communication may be available as determined by altitude and terrain. Consult Supplement for complete information.

FSS radio providing voice — MANEY

RADIO AIDS TO NAVIGATION

VHF OMNI RANGE (VOR) — VORTAC

VOR-DME — DME — Other facilities, i.e., FSS Outlet, ROG, etc.

Non-Directional Radio Beacon (NDB) — NDB - DME

OBSTRUCTIONS

(may be lit or unlit)

1000 ft and higher AGL — Tower

Above 200 ft AGL (above 200 ft AGL in urban area) — Group Obstruction — Wind Turbine Farm

Elevation of the top above mean sea level — 2049

Height above ground — 1049 (1049)

Obstruction with highest elevation in group may operate part-time — Highest obstruction marked/lighted position and common elevation unmarked

Obstruction with highest elevation may be marked/lighted

MISCELLANEOUS

STADIUM — Nonrotating beacon 1TR site (within 3 NM, up to 6 and 8000' AGL)

A - Aerobatic Practice Area
G - Glider Operations
H - Hang Glider Activity
P - Parachute Jumping
PA - Unmanned Aircraft Activity

Parachute Jumping Area (See Restrictions) — Marine Light — Space Launch Activity Area — Isogonic Line 2025 VALUE

VPXYZ — VFR Waypoints — NAME (YPXYZ)

TOPOGRAPHIC INFORMATION

Power Transmission Line — Mountain Pass

Aerial Cable — Pass symbol does not indicate a recommended VFR flight route through the pass. Pass symbol does not indicate a represented elevation altitude. Hazardous flight conditions may exist within and near mountain passes.

Spot Elevation (Base of Feet) — Pass symbol does not indicate a recommended VFR flight route through the pass. Pass symbol does not indicate a represented elevation altitude. Hazardous flight conditions may exist within and near mountain passes.

FAIRBANKS

ANCHORAGE/FAIRBANKS TAC
VFR TERMINAL AREA CHART SCALE 1:250,000

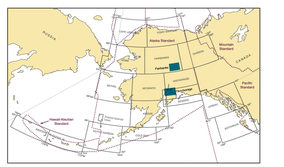
ANCHORAGE

Federal Aviation Administration

EFFECTIVE 0901Z **19 MAR 2026**
TO 0901Z **14 MAY 2026**

Consult NOTAMs for latest information.

Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/



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Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

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UPC SALE 26078

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REPORTING CHART ERRORS:

You are requested to inform us of chart errors and omissions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at http://faa.gov/go/cpdc/ prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ or mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC-4, Suite 4400, Silver Spring, MD 20910-3281.

ATTENTION —

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF).

The Maximum Elevation Figures shown in quadrangles bounded by ticked lines represent the highest known feature including terrain and manmade objects in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet 125

CONTROL TOWER FREQUENCIES ON ANCHORAGE TERMINAL AREA CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower frequency for ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are aircraft VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar terminal Approach available.

"ACN FRI" indicates Monday through Friday.

"OT" indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	ASR/PAR
MIYAHT AAF	0900-0500 MON-FRI ESC well wx	252.9 354.55	121.9 229.25	134.25	
EIELSON AFB	0700-2300	127.2 353.05	121.8 273.8	124.2 372.3	PAR
KENAI MUNI	0600-2300 1 nam—30 SEP 0700-2300 1 OCT—30 APR	120.3 239.2	118.15	133.55	
LAKE HOOD SPB	CONTINUOUS	126.8			125.4
MERRILL FLD	0700-2300	119.3	121.7		118.6
TED STEVENS ANCHORAGE INTL	CONTINUOUS	118.3 257.8	121.9 308.25		135.5

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
ANCHORAGE CLASS C	118.4 255.1 (DSP-330° TRD ABOVE 13000') 119.1 363.2 (DSP-330° TRD 13000' AND BELOW) 118.6 290.5 (DSP-330° TRD ABOVE 13000') 120.9 269.4 (DSP-330° TRD 13000' AND BELOW) 134.4 275.01 (DSP-330° TRD) 123.8 270.25 (DSP-330° TRD) 118.4 290.5	
MIYAHT AAF		CONTROLLED
THORNTON AFB	118.4 290.5	CONTROLLED

SPECIAL USE AIRSPACE ON ANCHORAGE TERMINAL AREA CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local (Alaska standard, daylight saving). H = Continuous. R = Right hand turns. Call sign in parenthesis is for pilot-to-pilot communications. Contact Flight Service for information.

S Other times by NOTAM. NOTAM is Use of this term in Restricted Area Activity Area or Warning Area indicates the Date/NOTAM system. Use of this term in all other Special Use Airspace indicates the Date/NOTAM system.

U. S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-2201 A, B	70-11,000	0300-0400 MON-FRI 1124-1800 BN ADVANCE	ANCHORAGE TRACON	118.4
R-2202 C	SO 3000	0300-0400 MON-FRI 1124-1800 BN ADVANCE	ANCHORAGE TRACON	118.4

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

CONTROL TOWER FREQUENCIES ON FAIRBANKS TERMINAL AREA CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are aircraft VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar terminal Approach available.

"ACN FRI" indicates Monday through Friday.

"OT" indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	ASR/PAR
EIELSON AFB	0700-2300	127.2 353.05	121.8 273.8	118.9 270.3	
FAIRBANKS INTL	CONTINUOUS	118.3 257.8	121.9	124.1	
LADD AAF	0900-1400 MON-FRI ESC WX	120.0 354.6	121.7 243.13	134.25	ASR/PAR

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
Fairbanks TRSA	127.2 353.05 (DSP-330°) 127.2 251.1 (DSP-179°)	CONTROLLED

SPECIAL USE AIRSPACE ON FAIRBANKS TERMINAL AREA CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local (Alaska standard, daylight saving). H = Continuous. R = Right hand turns. Call sign in parenthesis is for pilot-to-pilot communications. Contact Flight Service for information.

S Other times by NOTAM. NOTAM is Use of this term in Restricted Area Activity Area or Warning Area indicates the Date/NOTAM system. Use of this term in all other Special Use Airspace indicates the Date/NOTAM system.

U. S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-2203 A	SO BUT NOT INCL 13,000	0700-1800 MON-FRI	ANCHORAGE OVER	135.2 353.0
R-2203 C	13,000 TO FL 310	INTERMITTENT BY NOTAM	ANCHORAGE OVER	135.2 353.0
R-2204 A, B, C, D, E	SO BUT NOT INCL 13,000	0700-1800 MON-FRI 2.5 HRS IN ADVANCE	FAIRBANKS APP	126.5
R-2204 F, G, H, I, J	13,000 TO FL 310	0700-1800 MON-FRI 2.5 HRS IN ADVANCE	FAIRBANKS APP	126.5
R-2206 A	SO 9900	CONTINUOUS	ANCHORAGE OVER	120.9 374.2 133.1 385.4
R-2206 B	10000 TO BUT NOT INCL 14000	CONTINUOUS	ANCHORAGE OVER	120.9 374.2 133.1 385.4
R-2206 C	14000 TO 18,000	CONTINUOUS	ANCHORAGE OVER	120.9 374.2 133.1 385.4
R-2206 D	10000 TO BUT NOT INCL 14000	0200-0400 TUE, THU AND SAT	ANCHORAGE OVER	120.9 374.2 133.1 385.4
R-2206 E	14000 TO BUT NOT INCL 18000	0200-0400 TUE, THU AND SAT	ANCHORAGE OVER	120.9 374.2 133.1 385.4
R-2206 F	21000 TO 30000	0200-0400 TUE, THU AND SAT	ANCHORAGE OVER	120.9 374.2 133.1 385.4
R-2206 G	21000 TO 30,000	CONTINUOUS	ANCHORAGE OVER	120.9 374.2 133.1 385.4
R-2211	SO FL 310	0800-1800 MON-FRI	FAIRBANKS APP	126.5

MOA NAME	ALTITUDE*	TIME OF USE‡	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
BIRCH	500 AGL TO BUT NOT INCL 14,500	0800-1800 MON-FRI	ANCHORAGE OVER	135.0 322.0
DELTA 1	15,000	0700-2400 MON-FRI MAJOR TYPING EXERCISES CHAFF	ANCHORAGE OVER	135.0 322.0
DELTA 2	5000	0700-2400 MON-FRI MAJOR TYPING EXERCISES CHAFF	ANCHORAGE OVER	135.0 322.0
DELTA 3	3000 AGL	0700-2400 MON-FRI MAJOR TYPING EXERCISES CHAFF	ANCHORAGE OVER	135.0 322.0
EIELSON	100 AGL	0800-1800 MON-FRI	ANCHORAGE OVER	135.0 322.0
VIPER A	500 AGL TO BUT NOT INCL 10,000	0700-2400 INTERMITTENT MON-FRI	FAIRBANKS INTL ATCT	126.5
VIPER B	10,000	0700-2400 INTERMITTENT MON-FRI	ANCHORAGE OVER	120.1 265.4
YUKON 1, 2	100 AGL	0800-1800 MON-FRI	ANCHORAGE OVER	120.1 265.4

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL180 unless otherwise indicated in tabulation or on chart. ‡Other times contact USAF EUCOM or PAA FIS; we be SUAS in Supplement.

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts as they may be readily identified.

Example ▲ POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

CONVERSION OF ELEVATIONS

FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30

METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

Lambert Conformal Conic Projection
Standard Parallels: Anchorage 61° 20' and 62° 40' / Fairbanks 64°10' and 65°50'
Horizontal Datum: North American Datum of 1983 (equivalent to World Geodetic System 1984)

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted - route widths and altitudes are not shown.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

For weather camera information visit https://weathercams.faa.gov

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

CAUTION: Before landing, taking off from, or flying over airports within the boundaries of lands administered by the National Park Service (NPS) and U.S. Fish and Wildlife Service (FWS), pilots should check with the respective administrative agency for rules governing NPS and FWS administered lands. Landing, taking off from, or flying over airports within the boundaries of the lands administered by the NPS, FWS, and U.S. Forest Service (USFS) Wilderness areas. Contact information for any portions of these areas contained on this Sectional Chart can be found in the chart margin. For contact information for all these areas in Alaska, see Supplement (Area Notices).

All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of lands and waters administered by the NPS, FWS, and USFS unless otherwise authorized by the agency, or unless a higher altitude is required by regulation. "Surface Areas," defines the surface as the highest terrain within 2,000 feet laterally of the route of flight, or the uppermost rim of a canyon or valley.

Pilots are reminded that it is unlawful to harass an aircraft in harass any wildlife (16 USC 742j-1; 50 CFR Part 18). Harass is defined to mean disturb, worry, molest, rally, concentrate, harry, chase, drive, herd or torment.

Alaska Maritime NWR - Homer, AK - (907) 235-6546/ Kenai NWR - Soldotna, AK - (907) 262-7021
Chugach NF - Anchorage, AK - (907) 271-2500
Chugach National Forest - (907) 743-9500
Denali National Park and Preserve - (907) 683-2294
Wrangell - St. Elias National Park and Preserve - (907) 822-5234

Arctic NWR - Fairbanks, AK - (907) 456-0250
Kanuti NWR - Fairbanks, AK - (907) 456-0329
Kenai NWR - Fairbanks, AK - (907) 456-0329
Koyukuk/Nowitna NWR - Galena, AK - (907) 656-1231
Tetlin NWR - Tok, AK - (907) 883-5312/ (907) 883-5347
Gates of the Arctic National Park and Preserve - (907) 692-5494 / (907) 457-5752
Western Arctic National Parklands - (907) 442-3890 (Kotzebue) / (907) 443-2522 (Nome) / (907) 644-3626 (Chief Ranger)
Includes: Bering Land Bridge National Preserve, Cape Krusenstern National Monument, Kobuk Valley National Park, and Bering Land Bridge National Preserve

Bureau of National Park Service areas, U.S. Fish and Wildlife Service areas, U.S. Forest Service areas.

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines, towers, pipelines and railroads. Check NOTAMs and see AIM for details.

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aircraft operators to be familiar with the procedures contained in AIM 5-6-3 "Intercept" section 5-6-13 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispersed in the area of that aircraft, aviators will pay strict attention to comply with all traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES —

ANCHORAGE TERMINAL AREA
EXAMPLES OF CLASS C ALTITUDES
70 - - - Ceiling in hundreds of feet MSL
30 - - - Floor in hundreds of feet MSL

CTC ANCHORAGE APP ON 125.6 270.25

CTC ANCHORAGE APP ON 123.8 270.25

CTC ANCHORAGE APP ON 126.4 270.25

CTC ANCHORAGE APP 1200 ANCHBLOW ON 119.1, 363.2 AND ABOVE 1500' ON 121.6 290.5

See Matanuska-Susitna Valley Designated VFR Areas and High Traffic Areas on the composite side for additional information.

ANCHORAGE TERMINAL AREA BELOW 3000' MSL

SEE BACK OF CHART

ANCHORAGE CLASS C

CAUTION: Avoid flight over Fire Island Dredge.

NOTICE: Pilots are requested to avoid flights below 1500' AGL (helicopter) and 1000' AGL (fixed-wing) from Apr 1 to May 31 and Aug 15 to Oct 31 within 1 NM of a line delineated by Westchester Lagoon, Point Woronzof, and Point Campbell, due to large concentrations of migratory birds.

NOTICE: All helicopter activity within State of Alaska refuges (including CHUGACH National Areas and Sanctuaries) are authorized without a permit. Seasonal flight restrictions and closures may apply. Contact Alaska Department of Fish & Game for details.

NOTICE: Pilots are requested to avoid flights below 1000' AGL (helicopter) and 2000' AGL (fixed-wing) from Apr 1 to May 31 and Aug 15 to Oct 31 within 1 NM of a line delineated by Potter Marsh, Campbell Lake, Westchester Lagoon, Point Woronzof, and Point Campbell, due to large concentrations of migratory birds.

COMPLY WITH PART 93/COMMUNICATIONS REQUIREMENT EXCEPTN CLASS C AIRSPACE

EXTENSIVE HELICOPTER TRAFFIC TO 1500' MSL. PILOTS BELOW 5000' MSL ARE REQUESTED TO MONITOR OR CONTACT ANCHORAGE APP ON 122.7 UNICOM FOR DERRICKS 123.05

CTC ANCHORAGE APP ON 123.8 270.25

CTC ANCHORAGE APP ON 126.4 270.25

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines, towers, pipelines, and railroads. Check NOTAMs and see AIM for details.

Class E Airspace within the United States extends up to 14,500 feet MSL. All and single this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

Entire area of this chart is within the ALASKA Standard Time +9 (+8 DST).

See NOTAM Supplement for Class G airspace.

Class G/E SFC to 1200 AGL Surface to 1200' MSL

Class G/E SFC to 700 AGL

Class G/E SFC to 1200 AGL

Class G/E SFC to 1200 AGL

Class G/E SFC to 1200

FAIRBANKS

VFR TERMINAL AREA CHART
ANCHORAGE/FAIRBANKS

ANCHORAGE

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All times are local. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

- Other than hard-surfaced runways
- Seaplane Base
- Hard-surfaced runways 1500 ft. or greater
- Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, DME or VORTAC location.

All non-operable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

- Private "(Pvt)" - Non-public use having landmark value
- Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc.
- Heliport Selected
- Unverified
- Abandoned - paved having landmark value, 3000 ft. or greater
- Lifeguards Flight Plan Selected

Fuel availability indicated by use of tick marks around basic airport symbol. Tick marks indicate likely availability at airports with hard-surfaced runways 1500 ft. or greater.

★ Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT DATA

Box indicates FAR 93, Special Air Traffic Rules & Airport Traffic Patterns, Part 93 Flight Patterns (public use) • RP 23, 34 • Special conditions exist at this airport.

FSS - Flight Service Station

NO SVFR - Fixed-wing special VFR flight is prohibited.

CT - 118.3 - Control Tower (CT) - primary frequency

★ - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.

C - Follows the Common Traffic Advisory Frequency (CTAF)

W - Weather Camera

ATIS 123.8 - Automatic Terminal Information Service

AFIS 135.2 - Automatic Flight Information Service (AK)

ASOS/AWOS 135.42 - Automated Surface Weather Observing System/Automated Weather Observing System (ASOS/AWOS facilities may not be located at airports.

UNICOM - Aeronautical advisory station

VFR Advisy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.

2085 - Elevation in feet

L - Lighting in operation Sunset to Sunrise

TL - Lighting limitations exist; refer to Supplement.

72 - Length of longest runway in hundreds of feet; 72 = 7200 feet; 100 = 10,000 feet.

When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

FAIR 91 - Fair Air Traffic Control Service

NAME (NAME PNAM) - Location Identifier

CAO - Location Indicator - outside contiguous U.S.

UNICOM - Airport of Entry

AOE - Airport of Entry

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown.

- Class B Airspace
- Class C Airspace (Mode C - see FAR 91.215(MM))
- 40 — Ceiling of Class D airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)
- Class E Airspace
- CLASS G — Class E Airspace with floor 700 ft. above surface that laterally abuts Class G Airspace.
- Class E Airspace with floor 700 ft. above surface that laterally abuts 1200 ft. or higher above surface
- Class E Airspace with floor 1200 ft. or greater above surface that laterally abuts Class G
- 2400 MSL — Differentiates floors of Class E Airspace greater than 700 ft. above surface.
- 4500 MSL — Class E Airspace exists at 1200' AGL unless otherwise designated as shown above.

Jet routes, Area Navigation (RNAV) Routes and RNAV Z Routes are indicated by center line. Intersection - Arrows are directed towards facilities which establish intersection.

- 7500 — Total mileage between NAVAIDs on direct Airways
- V 66 — Helicopter Only
- T 213 — PRAV Waypoint

- Prohibited, Restricted, and Warning Areas
- Alert Area and Military Operations Area (MOA) *Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.
- Special Airport Traffic Area (See FAR 93 for details.)
- National Defense Airspace Emergency Flight Restriction Area
- ADIZ - Air Defense Identification Zone
- MODE C VFR — MODE C (See FAR 91.215(MM).)
- National Security Area
- Terminal Radar Service Area (TRSA)
- MTR - Military Training Route
- IFR Departure Route
- IFR Arrival Route
- IFR Arrival/Departure Route

COMMUNICATION BOXES

OAKDALE 122.6 — 22.5 — 2nd 5562B OAK 1st — 123.6 — HOMER HOM

- Underline indicates no voice on frequency.
- Crosshatch indicates Shutdown status.
- Asterisk less than 24 hours. Refer to Supplement.
- A - ASOS/AWOS
- W - Weather Camera

PSS radio broadcast voice communication — MIAMI — 122.1R

- R - Receive only
- Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as shown in Supplement. Refer to current Supplement for complete information.

Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2 and 243.0 are available at many Alaskan FSSs and are not shown above boxes. All other frequencies are shown.

RADIO AIDS TO NAVIGATION

- VHF OMNI RANGE (VOR)
- VOR-DME
- DME
- VORTAC
- Other facilities, i.e., FSS Outlet, ROD, etc.
- Non-Directional Radio Beacon (NDB)
- NDB - DME

OBSTRUCTIONS

(may be lit or unlit)

- 1000 ft and higher AGL
- Above 200 ft & below 1000 ft AGL (or above 200 ft AGL in urban area)
- Wind Turbine
- Group Obstruction
- Wind Turbine Farm
- 1234(1134) — Elevation of the top above mean sea level. Height above ground in parentheses. Elevation reported; position and elevation unverified
- 2049 (1149) UC
- Obstruction with high-intensity lights; may operate part-time
- Antenna/Tower with Guy wires may extend outward from structures.

MISCELLANEOUS

- A - Aerobatic Practice Area (See Supplement)
- G - Glider Operations
- H - Hang Glider Activity
- U - Ultralight Activity
- UA - Unmanned Aircraft Activity
- Parachute Jumping Area (See Supplement)
- STADIUM — Intermittent TFR site (within 3 NM, up to & incl 3000' AGL)
- Marine Light
- Space Launch Activity Area
- 9°E — Isogonic Line (2025 VALUE)
- VPXYZ — VFR Waypoints
- NAME (VPXYZ)

TOPOGRAPHIC INFORMATION

- Power Transmission Line
- Aerial Cable
- Lookout Tower
- 618 (Elevation of Base of Tower)
- Mountain Pass
- 11823 (Elevation of Pass)

Pass symbol does not indicate a recommended route or direction of flight and pass elevation may not be indicative of adjacent terrain or altitude. Hazardous flight conditions may exist within and near mountain passes.

FAIRBANKS

ANCHORAGE/FAIRBANKS TAC

ANCHORAGE

VFR TERMINAL AREA CHART SCALE 1:250,000

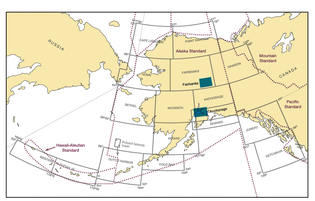
Federal Aviation Administration

EFFECTIVE 0901Z **19 MAR 2026**

TO 0901Z **14 MAY 2026**

Consult NOTAMs for latest information

Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/



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Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

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NGA REF. NO. VFRTAANCHFAIR

EFF. DATE 26078

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REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at http://faa.gov/go/avfaq/ prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ or mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc).

Example: 12,500 feet 125

CONTROL TOWER FREQUENCIES ON ANCHORAGE TERMINAL AREA CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below.ATIS operational hours may differ fromtower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.

"NOH-FRI" indicates Monday through Friday.

OJT indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	ASR/PAR
BRYANT AAF	0600-2000 MON-FRI 0900-1800 SAT	125.0 234.35	121.25 239.35	134.25	
EIELSON AFB	CONTINUOUS	127.2 332.05	121.8 273.8	134.3 273.5	PAR
KENAI MUNI	0600-2200 MAY—30 SEP 0700-2100 OCT—30 APR	121.3 239.3	118.75	133.55	
LAKE HOOD SPB	CONTINUOUS	126.8		125.6	
MERRILL FLD	0700-2200	126.0	121.7	124.35	
TED STEVENS ANCHORAGE INTL	CONTINUOUS	118.3 257.8	121.9 338.25	135.5	

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
ANCHORAGE CLASS C	118.4 290.3 (220°-330° TID ABOVE 13001) 119.1 343.2 (290°-330° TID 1800' AND BELOW) 118.6 290.5 (331°-043° TID ABOVE 13001) 119.1 343.2 (331°-043° TID 2000' AND BELOW) 121.9 338.25 (044°-219° TID) 123.8 270.35 (044°-219° TID)	CONTINUOUS
BRYANT AAF	118.4 290.3	CONTINUOUS
EIELSON AFB	118.4 290.3	CONTINUOUS

SPECIAL USE AIRSPACE ON ANCHORAGE TERMINAL AREA CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local. "TO" on altitude means "To and including" FL = Flight Level NO A/G = No air to ground communications Contact Flight Service for information.

T -Other times by NOTAM. NOTAM-A Use of this term in Restricted Areas indicates FAA and DoD NOTAM. systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-2203 A, B	TO 11,000	0300-0400 MON-FRI 724 HRS IN ADVANCE	ANCHORAGE TRACON	118.6
R-2203 C	TO 3000	0300-0400 MON-FRI 724 HRS IN ADVANCE	ANCHORAGE TRACON	118.6

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

CONTROL TOWER FREQUENCIES ON FAIRBANKS TERMINAL AREA CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.

"NOH-FRI" indicates Monday through Friday.

OJT indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	ASR/PAR
EIELSON AFB	0700-2300	127.2 332.05	121.8 273.8	134.3 273.5	
FAIRBANKS INTL	CONTINUOUS	118.3 257.8	121.9	124.4	
LADD AAF	0900-2400 MON-FRI EXC HOL	120.5 284.6	121.7 263.15	134.55	ASR/PAR

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
FAIRBANKS TRSA	125.35 363.2 (180°-359°) 127.1 251.1 (360°-179°)	CONTINUOUS

SPECIAL USE AIRSPACE ON FAIRBANKS TERMINAL AREA CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local. "TO" on altitude means "To and including." FL = Flight Level NO A/G = No air to ground communications. Contact Flight Service for information.

T -Other times by NOTAM. NOTAM-A Use of this term in Restricted Areas indicates FAA and DoD NOTAM. systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-2202 A	TO BUT NOT INCL 10,000	0700-2400 MON-FRI	ANCHORAGE CNTR	135.3 322.3
R-2202 B	10,000 TO FL 310	INTERMITTENT BY NOTAM	ANCHORAGE CNTR	135.3 322.3
R-2203 A, B, C	TO BUT NOT INCL 10,000	0700-1900 MON-FRI 2.5 HRS IN ADVANCE	FAIRBANKS APP	126.5
R-2203 T, G, H, J, K	10,000 TO FL 310	0700-1900 MON-FRI 2.5 HRS IN ADVANCE	FAIRBANKS APP	126.5
R-2206 A	TO 8800	CONTINUOUS	ANCHORAGE CNTR	120.9 319.2 133.1 285.4
R-2206 B	1000 TO BUT NOT INCL 1400	CONTINUOUS	ANCHORAGE CNTR	120.9 319.2 133.1 285.4
R-2206 C	1400 TO 32,000	CONTINUOUS	ANCHORAGE CNTR	120.9 319.2 133.1 285.4
R-2206 D	1000 TO BUT NOT INCL 1400	0200-0400 TUE, THU AND SAT	ANCHORAGE CNTR	120.9 319.2 133.1 285.4
R-2206 E	1400 TO BUT NOT INCL 2100	0200-0400 TUE, THU AND SAT	ANCHORAGE CNTR	120.9 319.2 133.1 285.4
R-2206 F	2100 TO 3200	0200-0400 TUE, THU AND SAT	ANCHORAGE CNTR	120.9 319.2 133.1 285.4
R-2206 G	2100 TO 32,000	CONTINUOUS	ANCHORAGE CNTR	120.9 319.2 133.1 285.4
R-2211	TO FL 310	0800-1800 MON-FRI	FAIRBANKS APP	126.5

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
BIRCH	500 AGL TO BUT NOT INCL 3000	0800-1800 MON-FRI	ANCHORAGE CNTR	135.3 322.3
DELTA 1	10,000	0700-2400 MON-FRI MAJOR FLYING EXERCISES ONLY	ANCHORAGE CNTR	135.3 322.3
DELTA 2	5000	0700-2400 MON-FRI MAJOR FLYING EXERCISES ONLY	ANCHORAGE CNTR	135.3 322.3
DELTA 3	3000 AGL	0700-2400 MON-FRI MAJOR FLYING EXERCISES ONLY	ANCHORAGE CNTR	135.3 322.3
EIELSON	100 AGL	0800-1800 MON-FRI	ANCHORAGE CNTR	135.3 322.3
VIPER A	900 AGL TO BUT NOT INCL 10,000	0700-2400 INTERMITTENT MON-FRI	FAIRBANKS INTL ATCT	126.5
VIPER B	10,000	0700-2400 INTERMITTENT MON-FRI	ANCHORAGE CNTR	133.1 285.4
YUKON 1, 2	100 AGL	0800-1800 MON-FRI	ANCHORAGE CNTR	

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart †Other times contact USAF SUAS or FAA FSS, see SUAS in Supplement

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: ★ POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

CONVERSION OF ELEVATIONS

FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30

METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

Lambert Conformal Conic Projection
Standard Parallels: Anchorage 57°20' and 62°40'/ Fairbanks 64°30' and 65°00'
Horizontal Datum: North American Datum of 1983 (equivalent to World Geodetic System 1984)

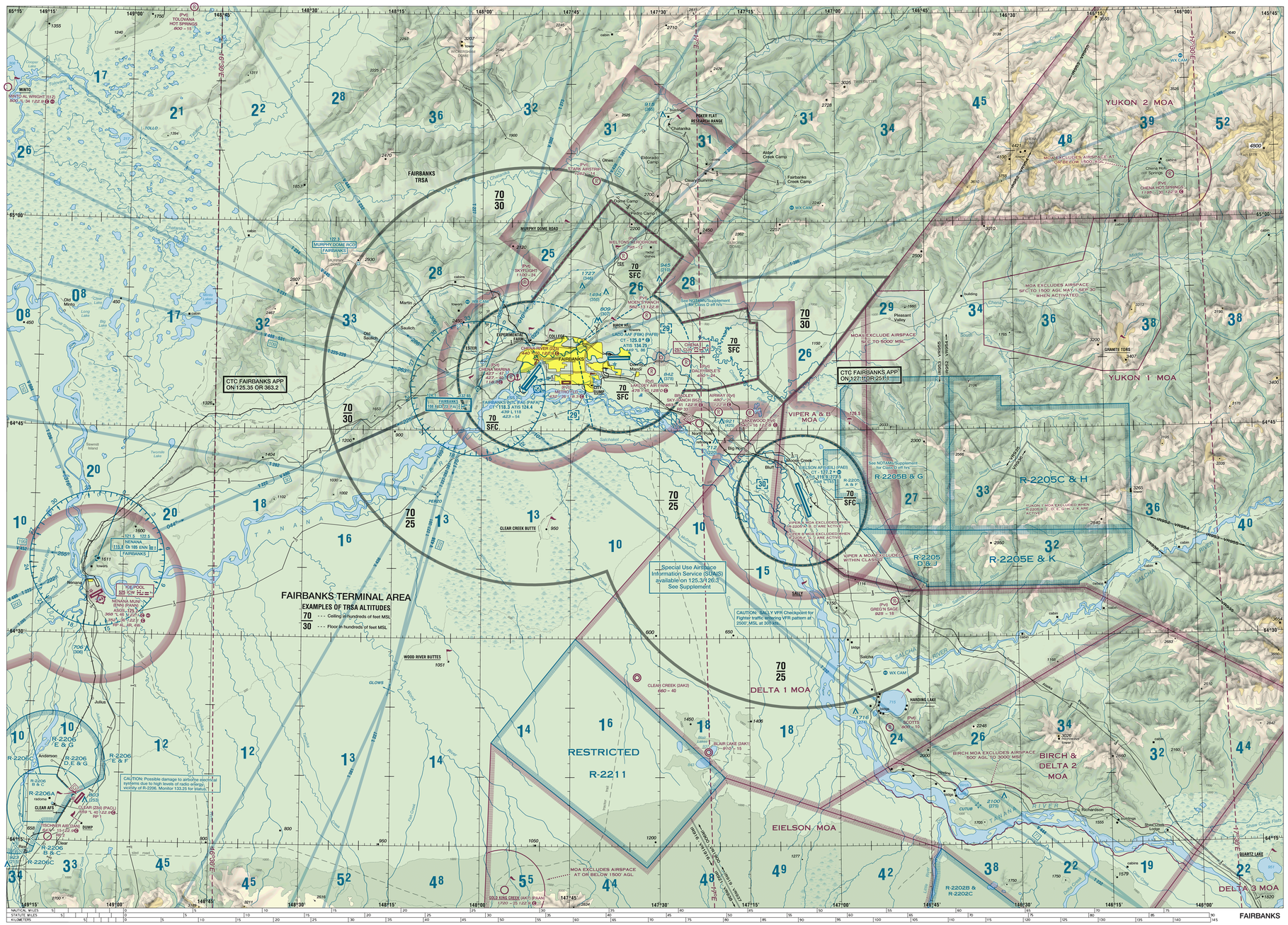
MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerlines, direction of flight along the route, and the route designator are depicted - route widths and altitudes are not shown.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

For weather camera information visit https://weathercams.faa.gov

GROUND ELEVATIONS IN FEET
4000
3000
2000
1000
Sea Level
CONTOUR INTERVAL 500'



NAUTICAL MILES 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145

STATUTE MILES 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145

KILOMETERS 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100 105 110 115 120 125 130 135 140 145

FAIRBANKS

ANCHORAGE TERMINAL AREA AIRSPACE AND NORMAL IFR TRAFFIC FLOW

NOT TO BE USED FOR NAVIGATION

150° 30’ 150° 00’ 149° 30’ 61° 30’ 61° 00’

ARRIVING VFR AIRCRAFT SHOULD CTC ANCHORAGE APP 1500’ AND BELOW ON 119.1 363.2 AND ABOVE 1500’ ON 118.6 290.5

ARRIVING VFR AIRCRAFT SHOULD CTC ANCHORAGE APP 2500’ AND BELOW ON 119.1 363.2 AND ABOVE 2500’ ON 118.6 290.5

ANCHORAGE IFR ARRIVALS 7000’ MSL AND ABOVE

CAUTION ELMENDORF HIGH PERFORMANCE MILITARY AIRCRAFT ARRIVALS 20,000’ MSL AND BELOW

HEAVY CONCENTRATION OF VFR TRAFFIC BELOW 3000’ OPERATING BETWEEN THIS AREA AND THE ANCHORAGE/MERRILL AIRPORTS

ELMENDORF AND ANCHORAGE IFR DEPARTURES ALL ALTITUDES

CAUTION HEAVY VFR/IFR HIGH PERFORMANCE MILITARY TRAFFIC OPERATING IN VICINITY OF POINT MACKENZIE

ANCHORAGE CLASS C

TO OR FROM MERRILL - DO NOT FLY BETWEEN 600-2000 MSL ELMENDORF - FLY ONLY 900-1700 MSL

TO OR FROM LAKE HOOD - DO NOT FLY BETWEEN 1200-2000 MSL ELMENDORF - FLY ONLY 1500-1700 MSL

TO OR FROM INTERNATIONAL - DO NOT FLY BETWEEN 1200-2000 MSL ELMENDORF - FLY ONLY 1500-1700 MSL

TO OR FROM SIXMILE LAKE FLY BELOW 600 MSL

TO OR FROM CAMPBELL LAKE FLY BELOW 600’ MSL

BIG LAKE

LAKE LORRAINE

SIXMILE LAKE

PT NO NAME

PT MACKENZIE

KNIK ARM

MID-CHANNEL

FARRELL RD

GLENN HIGHWAY

MULDOON RD

TUDOR RD

CAMPBELL AIRSTRIP

INTERNATIONAL AIRPORT RD

CAMPBELL LAKE

DIMOND BLVD

SEWARD HIGHWAY

RESTRICTED R-2203

BRYANT HELICOPTERS OPERATING VFR BELOW 5000’ MSL ALONG MOUNTAINS

CAUTION HEAVY VFR TRAFFIC WITHIN THE MERRILL CLASS D WITH PEAK OPERATIONS 150/200 MOVEMENTS PER HOUR

ANCHORAGE IFR DEPARTURE ROUTINGS ALL ALTITUDES

ARRIVING VFR AIRCRAFT SHOULD CTC ANCHORAGE APP ON 126.4 257.9

ANCHORAGE IFR ARRIVALS 5000’ MSL AND ABOVE

ANCHORAGE IFR ARRIVALS 8000’ MSL AND ABOVE

CAUTION HEAVY VFR/IFR TRAFFIC OPERATING WITHIN THE OUTLINED ANCHORAGE TERMINAL AREA. ALL AIRCRAFT REQUIRED TO ADHERE TO PROVISIONS OF FAR PART 93 ANCHORAGE/MERRILL AIRPORTS

ARRIVING VFR AIRCRAFT SHOULD CTC ANCHORAGE APP ON 123.8 257.9

SKE 20 · J 115 · J 124 · J 133 · J 111 · J 511 · J 501 · J 125 · I-EDF ILS · I-ANC ILS · J 501 Q 801

355° 054° 161° 342° 304° 288° 059° 073° 253° 229° 210° 183° 093°

ELMENDORF SEGMENT · MERRILL SEGMENT · LAKE HOOD SEGMENT · INTERNATIONAL SEGMENT · SEWARD HIGHWAY SEGMENT · BRYANT SEGMENT

41/14 · 41/SFC · 41/06 · 19/14

ANCHORAGE · BRYANT AAF · ELMENDORF AFB · MERRILL FLD · TED STEVENS ANCHORAGE INTL

IFR LEGEND

- Traffic Pattern
- SKE 20 — Station Keeping Equipment Route
- IFR Arrival Route
- IFR Departure Route
- IFR Arrival/Departure Route
- Military IFR Arrival Route

ANCHORAGE, ALASKA TERMINAL AREA RULES

The following is a synopsis of the special air traffic rules in effect in the Anchorage, Alaska Terminal Area. It is advisory in nature, and in no way relieves the pilot from compliance with the specific rules set forth in 14 CFR Part 91 and 14 CFR Part 93.

I. General Rule: All Segments.
   a. Each person operating an aircraft within the Anchorage, Alaska Terminal Area shall operate that aircraft according to the rules set forth in this section and the International, Lake Hood, Merrill, Elmendorf, Bryant, or Seward Highway segments unless otherwise authorized or required by ATC.
   b. Each person operating an airplane within the Anchorage, Alaska Terminal Area shall conform to the flow of traffic depicted on the appropriate aeronautical charts.
   c. Each person operating a helicopter shall operate it in a manner so as to avoid the flow of airplanes.
   d. Except as provided in Elmendorf segments (d) and (e), Bryant segment (b), and Seward Highway segments (a), (b), and (c), each person operating an aircraft in the Anchorage, Alaska Terminal Area shall operate that aircraft only within the designated segment containing the arrival or departure airport.
   e. Except as provided in Merrill segment (d) and Bryant segment (b), each person operating an aircraft in the Anchorage, Alaska Terminal Area shall maintain two-way radio communications with the ATCT serving the segment containing the arrival or departure airport.

II. General Rules: International Segment.
   a. No person may operate an aircraft at an altitude between 1200 ft MSL and 2000 ft MSL in that portion of this segment lying north of the mid-channel of Knik Arm.
   b. Each person operating an airplane at a speed of more than 105 knots within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 1600 ft MSL until maneuvering for a safe landing requires further descent.
   c. Each person operating an airplane at a speed of 105 knots or less within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 900 ft MSL until maneuvering for a safe landing requires further descent.

III. General Rules: Lake Hood Segment.
   a. No person may operate an aircraft at an altitude between 1200 ft MSL and 2000 ft MSL in that portion of this segment lying north of the mid-channel of Knik Arm.
   b. Each person operating an airplane within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 600 ft MSL until maneuvering for a safe landing requires further descent.

IV. General Rules: Merrill Segment.
   a. No person may operate an aircraft at an altitude between 600 ft MSL and 2000 ft MSL in that portion of this segment lying north of the mid-channel of Knik Arm.
   b. Each person operating an airplane at a speed of more than 105 knots within this segment (except that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 1200 ft MSL until maneuvering for a safe landing requires further descent.
   c. Each person operating an airplane at a speed of 105 knots or less within this segment (except for that part described in paragraph (a) of this section) shall operate that airplane at an altitude of at least 900 ft MSL until maneuvering for a safe landing requires further descent.
   d. Whenever the Merrill ATCT is not operating, each person operating an aircraft either in that portion of the Merrill segment north of the mid-channel of Knik Arm, or in the Seward Highway segment at or below 1200 ft MSL, shall contact Anchorage Approach Control for wake turbulence and other advisories. Aircraft operating within the remainder of the segment should self-announce intentions on the Merrill Field CTAF.

V. General Rules: Elmendorf Segment.
   a. Each person operating a turbine-powered aircraft within this segment shall operate that aircraft at an altitude of at least 1700 ft MSL until maneuvering for a safe landing requires further descent.
   b. Each person operating an airplane (other than turbine-powered aircraft) at a speed of more than 105 knots within this segment shall operate that airplane at an altitude of at least 1200 ft MSL until maneuvering for a safe landing requires further descent.
   c. Each person operating an airplane (other than turbine-powered aircraft) at a speed of 105 knots or less within the segment shall operate that airplane at an altitude of at least 800 ft MSL until maneuvering for a safe landing requires further descent.
   d. A person landing or departing from Elmendorf AFB may operate that aircraft at an altitude between 1500 ft MSL and 1700 ft MSL within that portion of the International and Lake Hood segments lying north of the mid-channel of Knik Arm.
   e. A person landing or departing from Elmendorf AFB may operate that aircraft at an altitude between 900 ft MSL and 1700 ft MSL within that portion of the Merrill segment lying north of the mid-channel of Knik Arm.
   f. A person operating in VFR conditions, at or below 600 ft MSL, north of a line beginning at Farrell Rd; thence west along Farrell Rd to the east end of Sixmile Lake; thence west along a line bearing on the middle of Lake Lorraine; is not required to establish two-way radio communications with ATC.

VI. General Rules: Bryant Segment.
   a. Each person operating an airplane to or from the Bryant AAF shall conform to the flow of traffic shown on the appropriate aeronautical charts and, while in the traffic pattern, shall operate at an altitude of at least 1000 ft MSL until maneuvering for a safe landing requires further descent.
   b. Each person operating an airplane within the Bryant segment should self-announce intentions on the Bryant Airport CTAF.

VII. General Rules: Seward Highway Segment.
   a. Each person operating an airplane in the Seward Highway segment shall operate that airplane at an altitude of at least 1000 ft MSL until maneuvering for a safe landing requires further descent.
   b. Each person operating an aircraft at or below 1200 ft MSL that will transition to or from the Lake Hood or Merrill segment shall contact the appropriate ATCT prior to entering the Seward Highway segment. All other persons operating an airplane at or below 1200 ft MSL in this segment shall contact Anchorage Approach Control.
   c. At all times, each person operating an aircraft above 1200 ft MSL shall contact Approach Control prior to entering the Seward Highway segment.

VIII. Special requirements, Campbell Lake and Sixmile Lake Airport.
   a. Each person operating an aircraft to or from Campbell Lake or Sixmile Lake Airport shall conform to the flow of traffic for the Lake operations that are depicted on the appropriate aeronautical charts.

MATANUSKA-SUSITNA VALLEY DESIGNATED CTAF AREAS AND HIGH TRAFFIC LOCATIONS

NOT TO BE USED FOR NAVIGATION

DENALI CTAF 123.65 · CTAF 123.6 · CTAF 122.8 · CTAF 122.9 · COOK INLET CTAF 122.7 · KNIK CTAF 122.7

NORTH GRAVEL PIT · CHASE PIT · HIGHWAY CAMP · FSS TALKEETNA · SKWENTNA · FISH LAKES · TRAPPER LAKE · MOUTH OF LAKE CREEK · ALEXANDER LAKE · YENTNA STATION · MOUTH OF THE DESHKA · WILLOW · JUDD LAKE · CONFLUENCE OF YENTNA AND SUSITNA · RED SHIRT LAKE · BELUGA LAKE · MOUTH OF ALEXANDER CREEK · FLAT HORN LAKE · GOOSE BAY · FIGURE EIGHT LAKE · PT MACKENZIE · WOLF LAKE · MEADOW LAKES · ANDERSON LAKE · FSS WARREN "BUD" WOODS PALMER MUNI · BIG LAKE · WASILLA · BIRCHWOOD · BRYANT AAF · ELMENDORF AFB · MERRILL FLD · TED STEVENS ANCHORAGE INTL · KNIK GLACIER · INNER LAKE GEORGE

SUSITNA RIVER · YENTNA RIVER · KNIK ARM

8849 TALKEETNA MOUNTAINS

8005 CHUGACH MOUNTAINS

ANCHORAGE CLASS C · 41/14 · 41/SFC · 41/06 · 19/14

COOK INLET